

ESTIMATES—LIGHT-HOUSE SERVICE.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

TRANSMITTING

Estimates for the Light-house Service.

JUNE 21, 1856.—Referred to the Committee of Ways and Means.

TREASURY DEPARTMENT,

June 6, 1856.

SIR: I have the honor to transmit a letter from the Light-house Board, of the 4th instant, submitting estimates (herewith enclosed) to meet the wants of the light-house service, arising from casualties which occurred during the past winter, and to recommend that the necessary appropriations may be made therefor.

I am, very respectfully,

JAMES GUTHRIE,
Secretary of the Treasury.

Hon. L. D. CAMPBELL,
Chairman Committee of Ways and Means H. R.

TREASURY DEPARTMENT,

Office Light-house Board, June 4, 1856.

SIR: I have the honor, by direction of this board, to submit for your consideration the following additional estimates for appropriations to meet the wants of this branch of the public service in restoring lost and damaged beacons, spindles, and buoys, lost moorings, and repairing injuries to light-vessels, and for restoring the bracing and making the necessary repairs to the iron screw-pile light-house on Brandywine shoal, in Delaware bay, which losses and injuries have been sustained by the unusual quantities of heavy masses of floating ice brought in contact with them at the opening of spring, viz:

For restoring the bracing and repairing injuries to the
iron screw-pile light-house on Brandywine shoal, by
the breaking up of the ice in the Delaware river and
bay.....

\$7,352 03

For restoring and repairing beacons, buoys, and spindles, destroyed or injured by the breaking up of the ice on the coasts of Maine and Massachusetts, in Long Island sound, and in Newark, New York, Delaware, and Chesapeake bays.....	\$41,874 00
For restoring lost moorings, and repairing injuries to light-vessels by the breaking up of the ice in Vineyard sound, Boston and Chesapeake bays.....	14,727 54

When the estimates were prepared for the ensuing fiscal year, they were based upon the expenditures and experience of past years, without anticipating the necessity for the increased expenditures which is now made apparent.

It is believed the accompanying reports and detailed estimates, upon which the amounts asked are based, will satisfactorily explain to the department, and to the Committees of Ways and Means and of Finance, the necessity for the appropriations, and they are therefore respectfully recommended to your favorable consideration.

W. B. SHUBRICK,
Chairman Light-house Board.

THORNTON S. JENKINS,
Secretary.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

For restoring the bracing and repairing injuries to the iron screw-pile light-house on Brandywine shoal by the breaking up of the ice in the Delaware river and bay.....	\$7,352 03
For restoring and repairing beacons, buoys, and spindles destroyed or injured by the breaking up of the ice on the coasts of Maine and Massachusetts, in Long Island sound, and in Newark, New York, Delaware and Chesapeake bays.....	41,874 00
For restoring lost moorings and repairing injuries to light-vessels by the breaking up of the ice in Vineyard sound, Boston and Chesapeake bays.....	14,727 54

List of aids to navigation destroyed or damaged by the ice during the winter of 1855-'6 on the coasts of Maine, Massachusetts, Rhode Island, Connecticut, New York, and New Jersey, and in the Delaware and Chesapeake bays and tributaries.

MAINE.

Alden's Rock bell-boat, damaged.....	\$600 00
Buoys for South Breaker, Bantam bay, and Drunken Ledge, destroyed.....	1,000 00

Spindle on rock near Owl's Head, destroyed.....	\$600 00
Beacon on Half-tide Ledge at Kennebunkport.....	1,000 00
Beacon on Steel's Ledge in Penobscot bay.....	3,500 00
Sea-coast buoys near Petit Menan light-house.....	900 00
Whale's Back.....	500 00
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Total for Maine.....	8,100 00

MASSACHUSETTS.

Buoys lost and damaged in the Vineyard sound.....	1,581 00
In Buzzard's bay.....	375 00
In Boston bay.....	1,782 00
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Total for buoys in Massachusetts.....	3,738 00
Damage to light-ships in Boston bay, Vineyard sound, and Buzzard's bay.....	6,500 00
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Total for Massachusetts.....	10,238 00

IN NEW YORK BAY AND LONG ISLAND SOUND.

Romer shoal beacon, damaged.....	2,000 00
Plumb Gut beacon, destroyed.....	3,500 00
Southwest Ledge beacon.....	2,000 00
Spindles in Long Island sound and Narragansett bay...	2,500 00
Buoys.....	2,598 00
Damage to light-vessels.....	1,488 62

NEWARK BAY, N. J.

Great West Oyster-bed beacon.....	4,500 00
Shooter's Island beacon.....	4,000 00
Mill Reef beacon.....	1,000 00
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Total for Narragansett bay, Long Island sound, and Newark bay.....	23,586 62

DELAWARE BAY

Repairs of Brandywine light-house.....	7,352 03
Buoys.....	4,438 00
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Total for Delaware bay.....	11,790 03

CHESAPEAKE BAY AND TRIBUTARIES.

Buoys lost or damaged.....	3,500 00
Damage to light-vessels.....	6,738 92
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Total for Chesapeake bay.....	10,238 92

RECAPITULATION.

For buoys, beacons, and spindles.....	\$41,874 00
For light-vessels	14,727 54
For Brandywine light-house.....	7,352 03

TREASURY DEPARTMENT,

Office Light-house Board, April 18, 1856.

SIR: I have to request that you will report to this office, at your earliest convenience, the damage done to the buoys, beacons, and light-vessels in your district, during the past severe winter, by the large quantities of floating ice, and by the unusual severity of the storms on the coast, over and above the ordinary damage of past years, to these aids to navigation; specifying the number of buoys lost or damaged in the different parts of the district, with an estimate of the probable cost of replacing them; the different light-vessels that have broken adrift, and the estimated cost of chains, anchors, and repairs, and the different day-beacons which have been injured or destroyed, with the estimated cost of restoring or rebuilding each one of them.

This information is desired, to enable the board to ask Congress for the necessary sums, under the respective heads of appropriation, to meet the wants of the service growing out of these casualties.

Very respectfully, your obedient servant,

THORNTON A. JENKINS,

Secretary.

To the LIGHT-HOUSE INSPECTOR.

PORTLAND, ME., March 26, 1856.

SIR:

* * * * *

I submit herewith the estimate asked for by your circular.

Estimate.

For getting back Alden's Rock bell-boat to her station, and for new moorings for her.....	\$600 00
For new buoys for South breaker, Bantam ledge, Drunken ledge, Boon Island ledge, and Bay ledge, (all outside buoys on the waters of Maine,) and for mooring these buoys, at \$200 per buoy.....	1,000 00
For repairing iron work on Whale's Back light-house....	500 00
For spindle on a rock near Owl's Head harbor.....	600 00
Total.....	2,700 00

Although the cold weather is nearly over here, I do not think it certain that the danger of destruction of many of the aids to navigation in the upper part of Penobscot bay is past. When the ice leaves the river, it comes down with great force, in large masses; and, as there is a very large quantity of it this year, I think it probable that some of the beacons in Penobscot bay, and many of the buoys, will be carried away.

* * * * *

Very respectfully, your obedient servant,

W. B. FRANKLIN,

Light-house Inspector.

Capt. E. L. F. HARDCASTLE,

Secretary Light-house Board, Washington, D. C.

PORTLAND, ME., May 1, 1856.

SIR: I have received your letter of the 18th ultimo, requesting me to transmit a statement of the various losses and damages to aids to navigation in this district. I received a similar letter, signed by the engineer secretary of the board, dated March 22, 1856; and I answered that letter, giving all the information in my power, by a letter dated March 25, 1856. I respectfully refer you to that letter for the desired information.

Since that letter was written, the wooden beacon on Steel's ledge, in Penobscot bay, has been carried away by the ice. Should another wooden structure be placed there, it will eventually be carried away by the same cause; and I recommend that an iron beacon be placed there, similar to that adopted for Buck's ledge, Penobscot river.

The amount required for such a beacon is \$3,500. Three outside buoys in the vicinity of Petit Menan light-house have been carried away. On account of the great distance from land (eight or ten miles) at which these buoys are placed, they are very expensive; and I recommend that \$900 be appropriated for replacing them.

Very respectfully, your obedient servant,

W. B. FRANKLIN,

Light-house Inspector.

Capt. T. A. JENKINS, U. S. N.,

Secretary Light-house Board, Washington, D. C.

PORTLAND, MAINE,

May 20, 1856.

SIR: I visited Kennebunkport last week to select a site for a light-house there; while there I found that a beacon on Half-Tide ledge had been carried away during the past winter by the ice. I had received no information of it before, and could not, therefore, embody it in my answer to your circular on this subject, dated April 18, 1856.

To replace this beacon by a substantial iron spindle, with a cage or day-mark, the sum of \$1,000 will be required.

Very respectfully, your obedient servant,

W. B. FRANKLIN,
Light-House Inspector.

Captain T. A. JENKINS, U. S. N.,
Secretary Light-House Board, Washington, D. C.

OFFICE LIGHT-HOUSE INSPECTOR,
Boston, April 22, 1856.

SIR: Enclosed I send you a list of the buoys and spindles lost or injured during the last winter, together with an estimate of amounts necessary to repair the damages of the light-vessels occasioned by breaking adrift and being cut and bruised by the ice.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Inspector Second District.

Commander THORNTON A. JENKINS,
Secretary Light-House Board.

Location and mark.	Prices.			Amount.
	Buoy.	Chain.	Sinker.	
Hedge fence, east end, 3d class nun.....	\$70 00	\$50 00	\$7 00	
Horse-shoe, shoal spot, 3d class nun.....	70 00	50 00	7 00	
south part, 2d class can.....	80 00	50 00	7 00	
southeast part, 2d class nun.....	125 00	50 00	7 00	
Stone Horse, 3d class nun.....	70 00	50 00	7 00	
Tuckernuck slue.....	70 00	50 00	7 00	
east end.....	70 00	50 00	7 00	
Chatham bars.....	70 00	50 00	7 00	\$1,081 00
Vineyard sound, 20 spar-buoys, at \$20.....	400 00			
20 sinkers for ditto, at \$5.....	100 00			500 00
Buzzard's bay, 15 spar-buoys, at \$20.....	300 00			
15 sinkers for ditto, at \$5.....	75 00			375 00
Boston bay, 20 spar-buoys, at \$20.....	400 00			
20 sinkers for ditto, at \$5.....	100 00			500 00
Repairs, &c.....				500 00
Shovelful light-vessel.....				500 00
Pollock rip.....do.....				250 00
Succonneset .do.....				250 00
Sow and Pigs .do....chain and mushroom, and repairs.....				2,250 00
Cross rip.....do.....				250 00
Minot's ledge .do....chain and mushroom, and repairs.....				2,500 00
Harding's Ledge bell-boat.....do.....do.....				500 00
Stellwagen's bank, north end, 1st class can.....	125 00	100 00	7 00	
south end.....do.....	125 00	100 00	7 00	
middle buoy, 2d class nun.....	80 00	100 00	7 00	
Barrel Rock, 2d class can.....	80 00	50 00	7 00	
Point Alderton buoy, 2d class nun.....		50 00	7 00	
Little Fawn bar, 2d class can.....	80 00	50 00	7 00	
Centurion, south end, stove.....	50 00			
Little Aqua Vita, spindle.....	50 00			
Hardy's Rock, spindle.....	150 00			
Edgartown harbor, spindle.....	50 00			
Total.....				1,282 00
				10,238 00

LIGHT-HOUSE OFFICE, THIRD DISTRICT,
No. 101 *Front Street, New York, May 27, 1856.*

SIR: In compliance with your directions of 18th ultimo, I herewith have to submit a report of the damage to light-vessels, beacons, and spindles, and loss of buoys, by the floating ice and storms of the late severe winter.

The light-vessels at Stratford shoals and Bartlett's reef, Long Island sound, and at Eel Grass shoal, Fisher's Island sound, New York, were driven from their stations with loss of cables and injury to copper. Steamers were sent to tow them to safe harbors. The moorings were recovered, and the vessels repaired and returned to their stations at the earliest date practicable.

The expense was as follows, viz:

Towing Stratford light-vessel from the midst of ice to New	
London	\$250 00
Repairs of copper, &c.....	31 01
Wharfage, labor, &c.....	24 50
Returning her to station.....	125 00
	<hr/>
	430 51
	<hr/>
Towing Bartlett's Reef light-vessel from midst of ice.....	\$150 00
Raising moorings.....	100 00
Repairs	257 63
Spare anchor and cable.....	438 41
Towing to station.....	50 00
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	996 04
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Eel Grass Shoal light-vessel.

Repairs.....	\$37 07
Towing to station.....	25 00
	<hr/>
	62 07
	<hr/>

The iron-pile beacons at Oyster-bed, Newark bay, New Jersey, and Oyster Pond Point, Plumb Gut, New York, and the crib-beacon at the Corner stake, Newark bay, New Jersey, were entirely swept away.

The iron-pile beacons at the Romer shoal, and at Kilvankill, New York, and on the southwest ledge off New Haven, Connecticut, have been considerably injured. I estimate for replacing and repairing them \$20,000.

The iron spindles on the "Whale Rock," Fisher's Island sound, New York, and on the south point of Rose island, Narragansett bay, Rhode Island, have been swept away. Almost all the others have become more or less bent, and many of the day-marks have been shaken from the tops and lost. There is an appropriation of \$2,000 for a beacon on the Whale still unexpended, which I suppose can be ap-

plied to the first. For the second, and repairs of the others, I estimate \$1,500

Buoys have been lost in the several districts as follows, viz :
New York bay and Long Island sound to New

Haven.....	17 spars.
Fire Island inlet.....	3 “
Hudson river.....	6 “
Sag Harbor district.....	7 “
New London district.....	10 “
Do.....do.....	1 3d class can.
Newport district.....	1 “ “
Do.....do.....	11 spars.

There will be required to replace them as follows, viz :

54 spar-buoys, averaging 30 feet, with sinkers, &c., complete, at \$37 each.....	\$1,998 00
2 second class iron can-buoys	600 00
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	2,598 00
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RECAPITULATION.

Repairs light-vessels.....	\$1,488 62
Repairs beacons.....	20,000 00
Repairs spindles.....	1,500 00
Repairs buoys.....	2,598 00
	<hr/>
	25,586 62
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Very respectfully, your obedient servant,

A. LUDLOW CASE,

Light-house Inspector 3d District.

Com. T. A. JENKINS, U. S. N.,

Secretary Light-house Board, Washington.

OFFICE OF THE U. S. ENGINEER AGENCY,
No. 5 Bowling Green, New York, May 5, 1856.

SIR: In compliance with the request contained in letter from the Light-house Board of the 22d March last, I submit herewith an estimate of the repairs and renovations of beacons required in this part of the third district, in consequence of the damages caused by floating ice during the past winter.

So far as can be ascertained, all those requiring consideration are contained in Newark bay, the Kills, New York harbor, and the waters at the eastern extremity of Long Island. The iron beacon on West Oyster Bed, and the crib-beacon at Shuter's island, Newark bay, have been completely swept away. The iron beacon on Mill reef, opposite New Brighton, on the Kills, and the one on Romer shoal in the lower harbor of New York, have been seriously damaged, and the iron

beacon erected on a rock at Plumb Gut, end of Long Island, has been swept away. The crib-piers of the Passaic and Bergen Point light-houses have also been much injured, but appropriations for rebuilding both these appear to be now before Congress.

For all which the following is estimated :

New beacon on Great West Oyster Bed.....	\$4,500
Ditto on Shuter's island.....	4,000
Repairs of beacon, Mill reef.....	1,000
Repairs of beacon, Romer shoal.....	2,000
Beacon at Plumb Gut.....	3,500

Amount.....\$15,000

Very respectfully, your obedient servant,

GEO. DUTTON,
Captain Engineers.

To the SECRETARY OF THE LIGHT-HOUSE BOARD,
Washington, D. C.

PHILADELPHIA, *May 27, 1856.*

SIR: In reply to the circular letter of the 19th ultimo, in relation to losses from ice by the late severe winter, I have to report in Delaware bay and river the following losses :

- (1.) One first class iron nun-buoy, with its chain (15 fathoms) and anchor.
- (2.) Two first class iron can-buoys, with their chains (15 fathoms each) and anchors.
- (2.) Two second class iron nun-buoys, with their chains (15 fathoms each) and anchors.
- (3.) First class buoy-anchors.

The above were all furnished from Washington, so that the cost of replacing them can best be ascertained there. I have never had any iron buoys made in this district, except one, which was different from these.

Besides the above, are lost—

(1.) One spherical buoy, costing.....	\$150 00
Its chain and anchor.....	78 00
(7.) Spar-buoys, which will cost, with their anchors, \$80	560 00
	<hr/> 788 00 <hr/>

These damages are over and above the usual injuries from ice.

I have delayed making this report from a desire to be quite accurate.

I ought also to include the salvage paid for three iron nun-buoys, picked up at sea, \$300.

Very respectfully, your obedient servant,

JAS. S. BIDDLE,
Light-house Inspector.

Com. T. A. JENKINS,
Secretary Light-house Board, Washington.

PHILADELPHIA, *April 25, 1856.*

SIR: In compliance with the instructions contained in your circular of the 22d ultimo, I have had an inspection made of all the light-house works under my charge liable to injury from ice, and have now the honor to submit the following report:

* * * * *

Brandywine light-house.

The report of the keeper of this structure to the light-house inspector (hereto appended,) sent to me by the board, was found, on inspection of the work, to be minutely accurate.

It appears from this report that the whole of the lower tier of braces are gone, or so much damaged as to require renewal; also, that many of the upper tier are injured; and as they will have to be taken off to replace the lower, (an operation that can only be effected by breaking them,) we may consider that, for practicable purposes, the sockets of both tiers will have to be *renewed*; the braces will have to be brought to the foundry to be straightened. In fact, the ice-breaker will have to be rebuilt, with the exception of the piles, which are intact.

No delay should occur in attending to this important matter, as the light-house may now be considered as without any protection from the ice, and there is no more than time to put it in order by the coming winter.

In conversation with the keeper, he informed me that the ice got between the upper and lower tiers of braces and fastened them; that it then piled on top, and that the principal destruction arose more from the dead weight of this mass of ice than from its direct impact. I should therefore recommend the carrying out here the principles stated above in reference to Cross ledge, viz: The elevation of the ice-breaker above the reach of the ice, and the filling up the space between the upper and lower tiers of braces; so that while free space is given to the passage of the water, ice is prevented from passing in in masses and jamming there.

In compliance with your instructions, I submit an estimate for repairing the reported damages. This estimate is of course distinct from the one submitted with a special report dated October 15, 1855, for *increasing and strengthening* the existing ice-breaker. If, however, the two operations are carried on at the same time, the whole amount required will be less than the sum of both estimates.

Very respectfully, your obedient servant,

GEORGE G. MEADE,

Lieutenant Topographical Engineers.

Capt. E. L. F. HARDCASTLE,

Engineer Secretary L. H. Board, Treasury Department.

ESTIMATE No. 3.

For repairing the damages from ice sustained by the ice-breaker at the Brandywine light-house, Delaware bay, during the past winter, and restoring it to its former condition, 6,500 feet of spruce plank for platform, at \$18 per M..... \$117 00

3,000 feet white pine-boards for quarters, at 3 cts 90 00

Spikes and nails..... 25 00

Derrick and blocks..... 100 00

Rigging, &c..... 125 00

Iron, steel, &c., for grapples, chisels, &c..... 50 00

Blacksmith's forge..... 35 00

Anvil, blacksmith's tools, coal, &c..... 50 00

\$592 00

Superintendent three months, at \$125..... 375 00

Two machinists.....do..... 75 each..... 450 00

Two machinists.....do..... 60 do..... 360 00

Blacksmith.....do..... 60..... 180 00

Helper.....do..... 45..... 135 00

Carpenter.....do..... 60..... 180 00

Cook and steward...do..... 30 each..... 180 00

Four laborers.....do..... 30 do..... 360 00

2,220 00

Subsistence of fourteen persons, at 50 cts. per day each..... 630 00

Stove, cooking utensils, &c..... 60 00

690 00

Tender vessel three months, at \$250..... 750 00

Water-casks..... 40 00

790 00

Thirty cast-iron collars, 450 lbs. each—13,500 lbs. at $3\frac{1}{4}$ cts..... 438 75

Foundry work on collars..... 405 38

Foundry work straightening 96 $2\frac{1}{2}$ -inch braces.. 384 50

Foundry work straightening 80 3-inch braces... 672 00

160 $\frac{3}{4}$ -inch bolts for $2\frac{1}{2}$ inch-braces..... 19 25

192 $\frac{7}{8}$ -inch bolts for 3-inch braces..... 15 50

36 cast-iron clasps for 3-inch braces, 40 lbs. each—1,440 lbs., at $3\frac{1}{4}$ cts..... 50 40

Foundry work on clasps..... 45 50

144 bolts for clasps..... 3 50

Repairing boat-davits..... 75 00

2,109 78

6,401 78

Add contingencies 15 per cent..... 950 25

7,352 03

BRANDYWINE LIGHT-HOUSE, DELAWARE BAY,
February 10, 1856.

The boxes are in two parts ; the ones marked thus ☉, both parts are broken ; marked on the west side thus ☾, the under parts broken ; marked on the east side thus ☽, the upper part broken ; braces marked thus ✕, gone ; thus, ☞, bent ; two boxes, upper tier marked thus —, the under part broken ; all the rest on the lower tier, which is a complete wreck on the north end ; some of the boxes are settled down from twelve to eighteen inches ; the iron step-ladder leading from the ice-break to house-steps, and the iron boat-fenders on each side of the break, carried away.

Yours, &c.,

S. WILLOUGHBY, *Keeper.*

Per E. P. CHANDLER, *Assistant.*

Lieut. J. L. BIDDLE, U. S. N.,

Light-house Inspector, Fourth District.

OFFICE FIFTH LIGHT-HOUSE DISTRICT,
Norfolk, May 1, 1856.

SIR : In reply to your communication of the 19th ultimo, in relation to the damage done to the *beacons, buoys, and light-vessels* in this district during the past severe winter, over and above the ordinary damage of past years, I have to submit the following report :

* * * * *

1. BEACONS.

None.

2. BUOYS.

Of 186 spar-buoys, 27 are totally lost ; cost of replacing will be about \$25 each, say.....	\$945 00
About 40 are so badly injured as to be useless, except the iron-work and stone-sinkers ; these will require repairs to the amount of about \$15 each.....	600 00
And 119 will require extensive repairs to the amount of about \$6 each.....	714 00
Of the iron nun and can buoys two are totally lost, viz : one second class can off George's island, Potomac river, and one second class nun off the "Tail of the Shoe," Chesapeake bay, say.....	600 00
Six others of the same class broke adrift, four of which were recovered by the tender—three of them replaced at their stations, and one damaged to the amount of.....	30 00
Two were recovered by private individuals at a cost of \$55 and \$35, respectively, say.....	90 00
	<hr/>
	2,979 00

Brought forward.....	\$2,979 00
Add to the above for transportation and contingent expenses	521 00
Total estimate.....	<u>3,500 00</u>

For buoys in Chesapeake bay and tributaries.

3. LIGHT-VESSELS.

Actual cost of repairs made on the Smith's Point light-vessel, now at her station, after being repaired in Norfolk, including copper, caulking, mushroom anchor, chain, workmanship, &c.....	\$1,404 45
Actual cost of repairs made on the Windmill Point vessel, now at her station, after being thoroughly repaired in Norfolk, including chains, copper, caulking, workmanship, &c.....	2,434 47
Estimated cost of repairs required to the Craney Island vessel.....	500 00
Same for York Spit.....	200 00
Same for Wolf Trap.....	1,000 00
Same for Jane's Island.....	600 00
Same for Hooper's Straits.....	600 00
Total.....	<u>6,738 92</u>

Lower Cedar Point vessel was damaged, but the necessary information will be ascertained regarding her from Mr. Hough, Alexandria.

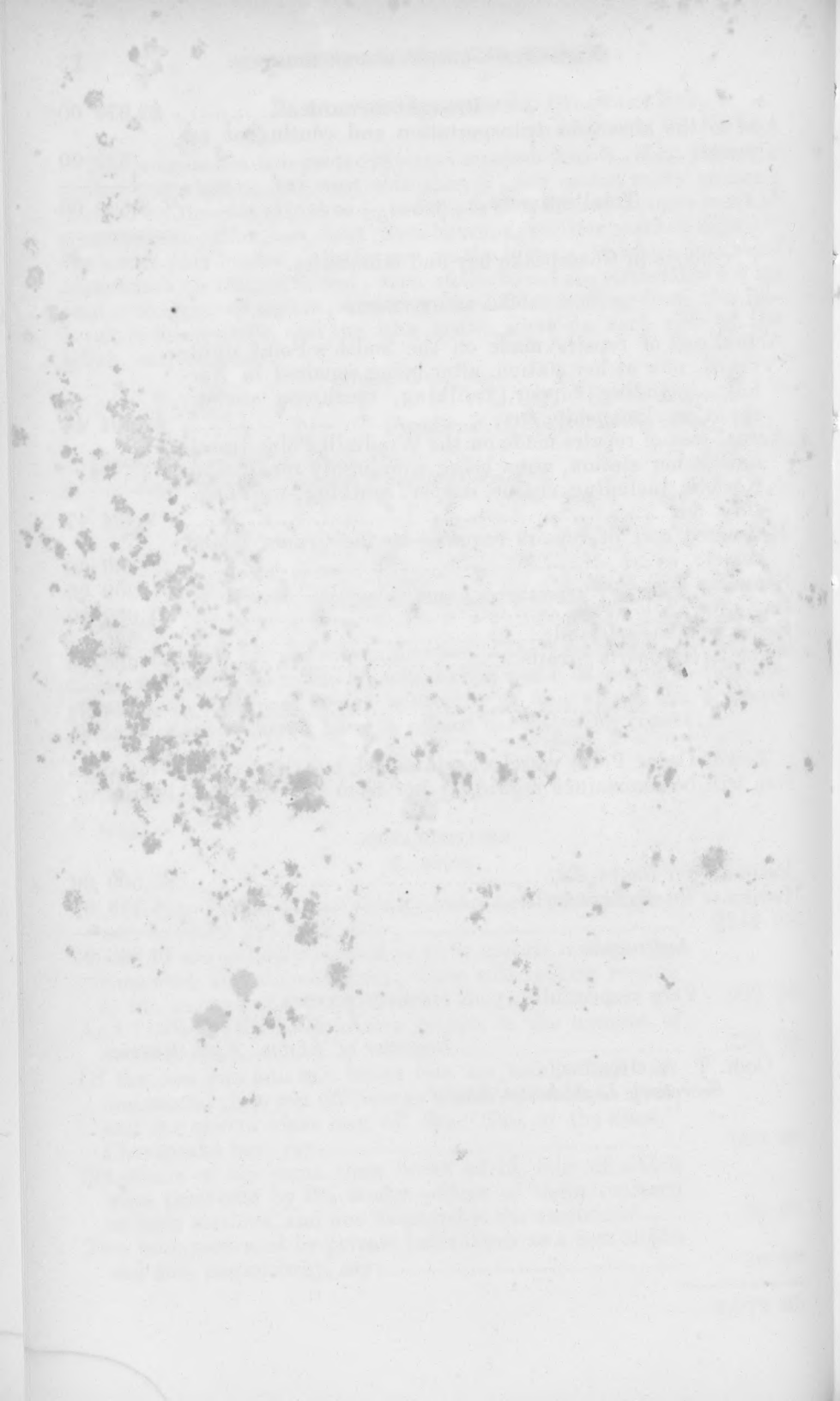
RECAPITULATION.

Estimate for buoys, &c.....	\$3,500 00
Estimate for light-vessels.....	6,738 92
Aggregate.....	<u>10,238 92</u>

Very respectfully, your obedient servant,

A. M. PENNOCK,
Inspector of Lights, Fifth District.

Com. T. A. JENKINS,
Secretary Light-house Board.



REPORT OF THE COMMISSIONERS OF THE GENERAL LAND OFFICE
FOR THE YEAR 1877

MEMORIAL

OF THE
SOUTHERN RAILROAD

Presented to the Senate of the United States
at the second session, 1878
by
J. M. WILSON, Chairman of the Committee on the Public Lands.
WASHINGTON:
GOVERNMENT PRINTING OFFICE:
1878.

The Southern Railroad Company, organized in 1832, has been the pioneer of the great system of railroads in the South. It has been the main artery of commerce and travel in the region, and has been the source of many of the great improvements in the country. The company has been the main support of the Southern States, and has been the main source of their wealth and power. It has been the main source of their progress and civilization, and has been the main source of their glory and honor. It has been the main source of their life and soul, and has been the main source of their hope and faith. It has been the main source of their love and devotion, and has been the main source of their loyalty and courage. It has been the main source of their wisdom and strength, and has been the main source of their peace and prosperity. It has been the main source of their happiness and well-being, and has been the main source of their salvation and redemption. It has been the main source of their eternal life and glory, and has been the main source of their eternal happiness and joy.

